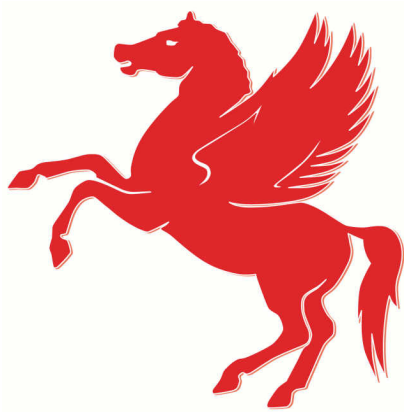


# Backfire

October 2009



The Magazine of the  
**Bristol Pegasus  
Motor Club**

**Cover : Club Member Ross Willings in the Honda Prelude  
at the BPMC Chepstow Auto Solo**

## 2009 BPMC Events Calendar - Updates in Bold

| Month      | Date       | Day        | Event                           | Venue                              |
|------------|------------|------------|---------------------------------|------------------------------------|
| Jan        | 12th       | Mon        | BPMC Club Night                 | Almondsbury Sports & Social        |
| Jan        | 23rd       | Fri        | Navigation Exercise             | Fedw Wood ref, 504.1/2 984         |
| Feb        | 9th        | Mon        | Club Night - Vince Woodman      | North Bristol RFC Almondsbury      |
| Feb        | 20th       | Fri        | Navigation Scatter              | Gordano Services M5 J19            |
| Mar        | 6th        | Fri        | Navigation Exercise             | Fox & Hounds, Map 173, Ref 808/808 |
| Mar        | 9th        | Mon        | BPMC Club Night                 | North Bristol RFC Almondsbury      |
| Mar        | 13th       | Fri        | Stoneleigh Historic Show        | Club Trip                          |
| Apr        | 6th        | Mon        | Club Night - Tony Castle-Miller | North Bristol RFC Almondsbury      |
| Apr        | 19th       | Sun        | PCT                             | Dundry                             |
| May        | 4th        | Mon        | Wessex Sprint                   | Colerne Airfield                   |
| May        | 9th        | Sat        | Mercedes World/Brooklands Trip  | Club Trip                          |
| May        | 11th       | Mon        | BPMC Club Night                 | North Bristol RFC Almondsbury      |
| May        | 18th       | Mon        | Treasure Hunt                   | Announced in time for the event    |
| May        | 25th       | Mon        | Llandow Sprint                  | Llandow (nr Llantwit Major)        |
| Jun        | 8th        | Mon        | BPMC Club Night                 | Bring & Show Your Car              |
| Jun        | 14th       | Sun        | ACE Classic Tour                |                                    |
| Jun        | 20th       | Sat        | Chepstow Solo                   | Chepstow Racecourse                |
| Jun        | 22nd       | Mon        | Treasure Hunt                   | Announced in time for the event    |
| Jul        | 13th       | Mon        | BPMC Club Night                 | Bristol Hot Rods Visit             |
| Jul        | 20th       | Mon        | Treasure Hunt                   | Announced in time for the event    |
| Aug        | 10th       | Mon        | BPMC Club Night                 | Chris Hartnell Talk                |
| Aug        | 15th       | Sat        | CC Test Day                     | Castle Combe Race Circuit          |
| Aug        | 17th       | Mon        | Treasure Hunt                   | Announced in time for the event    |
| Aug        | 31st       | Mon        | 2 Club Sprint                   | Colerne Airfield                   |
| Sep        | 14th       | Mon        | BPMC Club Night                 | North Bristol RFC Almondsbury      |
| Sep        | 19th       | Sat        | Chepstow Solo                   | Chepstow Racecourse                |
| Oct        | 12th       | Mon        | BPMC Club Night                 | North Bristol RFC Almondsbury      |
| Oct        | 17th       | Sat        | Pegasus Sprint                  | Castle Combe Race Circuit          |
| Oct        | 30th       | Fri        | Navigation Scatter              | Announced in time for the event    |
| <b>Nov</b> | <b>9th</b> | <b>Mon</b> | <b>BPMC Club Night</b>          | <b>An Audience with Whizzo</b>     |
| Nov        | 19th       | Thur       | Karting Challenge               | Raceway                            |
| Nov        | 27th       | Fri        | Navigation Exercise/Scatter     | Announced in time for the event    |
| <b>Dec</b> | <b>6th</b> | <b>Sun</b> | <b>Club Visit</b>               | <b>Donnington Museum</b>           |
| Dec        | 14th       | Mon        | BPMC AGM                        | North Bristol RFC Almondsbury      |
| Dec        | 30th       | Wed        | Xmas Noggin & Natter            | Golden Heart Winterbourne          |

## This Month

### Monday 12th October - BPMC Club Night

This will be a social and club film evening, where there will be video of club events from 2009 on the big screen. Sadly we lost our long term club film producer Arthur Tankins this year, but we hope to capture the spirit of Arthur's film evenings as a fitting tribute.

Please arrive anytime from 8pm onwards for an 8.30pm start.



### Saturday 17th October

#### Pegasus Sprint - Castle Combe

The entry list has now closed for the Pegasus Sprint, so the only way to see the action will be to volunteer as a marshal. We can always do with marshals, as the event can't run without them, so if you are interested, please contact the chief marshal Simon Child on 01934 418544 or email [simonjchild@hotmail.com](mailto:simonjchild@hotmail.com).

### Sunday 18th October - Invitation Event - MGCC Kimber Trial

We have been invited to the MGCC Kimber Production Car Trial at Chew Stoke, near Bristol - more details later in Backfire.

### Friday 30th October - Navigational Scatter

The October Navigation Scatter is a joint event with Bristol Motor Club and is organised by . Matt Claydon and Dean Hogarth. Matt and Dean are experienced navigators so you can expect a very professional event. By the time Backfire reaches members the regs should be on the website - if you need a printed copy please contact Andy Moss on 0117 9041841.

Event details on these pages are updated by Richard Reynolds, who can be contacted by email [webadmin@bristolpegasus.com](mailto:webadmin@bristolpegasus.com) or phone 07866 422138.

**As always, we are looking for contributions for Backfire**

**Editor: Cherry Robinson. By post: Rustling Elms, Half Acre Lane, Whitchurch, Bristol, BS14 0JJ. By email: [backfire@bristolpegasus.com](mailto:backfire@bristolpegasus.com)**

**Website [WWW.BRISTOLPEGASUS.COM](http://WWW.BRISTOLPEGASUS.COM)**

### Publication deadlines for Backfire

**November – 30th October**

**December – 4th December**

## Forthcoming Events

**Monday 9th Nov**

### **An Audience with Whizzo**

Barrie Williams will be talking to us about his life and love of motorsport.



**Thursday 19th Nov**

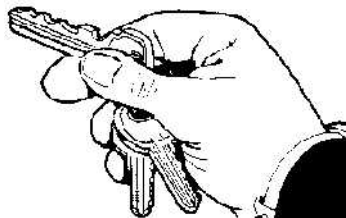
### **BPMC Karting Endurance Challenge**

More details inside.

**Sunday 6th Dec**

Club visit to Donington Museum. Tickets £7 each. Minibus provided. To reserve place contact Nick Wood 01275 833098/07786936941.





## CHAIRMAN'S CHAT

By Andy Moss

As we are going to press, the entry list for the Pegasus Sprint at Castle Combe is being finalised. Once again we have a full entry and sadly have had to turn away some of those who wanted to enter – as always it is a case of getting your entry in early to guarantee a place. The most important people on the day are the marshals – without



people volunteering to give up their time to help, there would be no event. We could still do with a few more volunteers, so please consider coming along to help if you possibly can – everyone who does always has a good day out and are really involved with the action. With the excellent facilities on the marshals posts at Combe, you even have shelter if it rains !

Last month we ran our Solo at Chepstow, using the open tarmac area near the stands for the second time. Tony Smith took on the role of clerk of course, and had an excellent assistant in the form of Phil Harris. Having looked at last year's layouts Tony and Phil aimed to make the course a bit more flowing, and whilst their first layout was a little too tight, by the afternoon they had struck a good balance between an open course for the bigger cars whilst retaining some challenge to balance things up for the more nimble but less powerful vehicles. There are pictures and a report later in Backfire, but it just remains for me to thank everyone who helped organise a good club motorsport event.



At this time of year we begin to start thinking about planning events for 2010 – the first draft of the provisional 2010 calendar was in fact put together a couple of months ago, as we have to submit it to various organisations to try to avoid too many date clashes. Whilst a few of our big bank holiday events have dates set in stone, other events can be impacted by lots of other things. Even the dates for Formula One have an impact on our dates at Castle Combe and these are the ones we normally get confirmed last, once all the other major events at the circuit have been planned.

As part of this planning we need to start looking for organisers for next year's events, and if we are to run the same full and varied calendar as in the past, we are going to need some new volunteers to come forward to help. One of the best first events for someone to have a go at organising is one of our summer Treasure Hunts. Last year these were mostly organised by

the committee members, and this is something we want to avoid next year – if we can get a few new people to have a go it will free up some time to allow the other events to continue. So if you have not organised an event before or if it has been a while since you have, please get in touch ( [andy@mossdata.co.uk](mailto:andy@mossdata.co.uk) or 0117 9041841 ). We will pencil you a date in and give you a full pack of information showing what you need to do – you have over six months before the first one so there's plenty of time !

Looking forward, as well as the Pegasus Sprint we have our October club night. The plan is to make this a social and club film evening. We will have video of club events from 2009 on the big screen. Sadly we lost our long-term club film producer Arthur Tankins this year, but we hope to capture the spirit of Arthur's film evenings as a fitting tribute. In November we are looking forward to the visit of Barry “Wizzo” Williams and this promises to be a very entertaining evening from one of motorsport's true characters – one not to be missed.



From a personal perspective I had an enjoyable month in September. Following a great time in the Westfield on our Autosolo, I took the Rover on the MSA Classic Run – 350 miles including a run up Prescott and round Silverstone was a lot of fun, even if the main challenge in an almost 40-year-old car is to get there and get home without the aid of the RAC. So far, in 21 years of owning the car, it's always got me home, but my luck has to run out one day !

I decided to book the Marlin in for an MOT and while I gave myself a few weeks to finish things off there are always a lot of small jobs to do, The next-door neighbours thought I was a bit mad out on the drive in the dark. Assuming I manage to get it through, the plan is to enter the MGCC Production Car Trial at Chewstoke as a bit of a test session, but there will still be quite a few things needed before it is ready for a Classic Trial.

The trial is the day after the Pegasus Sprint, so it could be a busy weekend. I have entered the Pegasus in the Westfield and have a new double driver with Cherry Robinson sharing the car with me. Hopefully Cherry will enjoy the drive and it will stay dry on the day !

# Club visit to Donington on December 6th

The Donington Grand Prix Exhibition is quite simply the largest collection of Grand Prix racing cars in the world. Five halls, with more than 130 exhibits, illustrate the history of motorsport from the turn of the 20th Century. Cars include examples driven by such famous names as Nuvolari, Mansell, Prost, Moss, Senna, Fangio, Clark and Stewart.

The Donington Grand Prix Exhibition houses the largest collection of McLaren racing cars in the world, and the only complete collection of Vanwalls. Notable exhibits include the 1936 twin-engined 500bhp Alfa Romeo Bimotore, which has a top speed of 200mph, Jim Clark's World Championship-winning Lotus 25, the 'howling' flat-12 Ferrari 312B, and Stirling Moss's Lotus, in which he defeated the might of the Ferrari works team in the 1961 Monaco Grand Prix.

The Collection also features the world's largest collection of driver's helmets. A collection as special and impressive as the Donington Grand Prix Collection needs a very special person behind it. That person is Tom Wheatcroft. As a schoolboy enthusiast, Wheatcroft was present at the Donington Grands Prix of 1937 and 1938, which were won by Bernd Rosemeyer and Tazio Nuvolari respectively, both in works Auto Unions. It was from these early days that his passion for motorsport was born.

In the early 1970s, Donington Park was still in a dilapidated and neglected state following its use as a military vehicle depot during the war. Tom, by now a successful builder, was in a position to buy the land upon which the circuit stood.



With amazing enterprise, he upgraded and re-routed the circuit to accommodate the required safety legislation, and a large number of hospitality suites were incorporated to enhance the circuit's facilities for an ever-growing leisure market. Racing eventually returned to Donington Park in 1977.

Tom also placed on display a number of racing cars that he had acquired over the years. This was the beginning of the Donington Grand Prix Exhibition,

which first opened to the public in March 1973. Since that time, Tom continues his worldwide search for cars to display in the ever expanding collection, and many of the comments in the Exhibition's visitors' book are testimony to his efforts. In 2010, Donington Park will once again become the new home of the British Grand Prix.



# Goodwood Revival

By James Page

September is always a busy time for me, with consecutive weekends at Beaulieu for the International Autojumble and Goodwood for the Revival. Both are technically 'work', but I won't pretend I view them like that. I see that Rex has spent a few hundred words talking about

Beaulieu, managing - without hesitation, repetition or deviation - to be a Grumpy Old Man about the whole thing, so to balance things out I'll move straight on to the Revival.



I'll admit straight away that this is my motoring highlight of the year. My usual routine is to arrive for when they open the doors at 7.30am, and then be dragged kicking and screaming from the premises when it gets dark. This year, with a newborn waiting at home, my conscience got the better of me and there was a small amount of daylight left when we departed a day earlier than usual on the Saturday.



But still, the two days I spent there were as sublime as in previous years. It's hard to know where to start, really. Highlights that immediately spring to mind were seeing the Vulcan flying again. What a noise - and what a sight. A source told me that, in these days of 'noise pollution', it's not allowed to operate at more than 60 per cent power when being displayed, but no matter -

it still sounded thunderous. At the opposite end of the scale was the recreation of the Vickers Vimy. I'm sure that Pegasus is full of highly qualified folk who'd be able to explain how something that slow and heavy stays in the air, but even having seen it I wouldn't believe them.

Viewing is superb wherever you are. One of Goodwood's main attractions is the lack of debris fencing and the proximity of spectator areas to the track. It's light years better than most



'modern' tracks in that respect. In terms of action, there was the swarm of Minis in the St Mary's Trophy, the outrageous RAC TT field, next month's club guest 'Whizzo' Williams excelling in every race (or so it seemed!), the crisp sound of the 1.5-litre F1 cars, the Stirling Moss parade, the Battle Of Britain Memorial Flight - the highlights go on...



If you've never been, make the effort to go next year. Go the whole hog and dress up, too - you'll be glad you did.

The screenshot shows the homepage of the Bristol Pegasus Motor Club website. At the top left is a red Pegasus logo. The main header reads "Bristol Pegasus Motor Club" with the tagline "Club Motorsport at its best". Below this is a navigation menu with links: Home, Events, Getting Started, Club Membership, Forums, Club Contacts, Club Shop, Archive, About Us, Links, and Site Map. A breadcrumb trail shows "You are here: Home". On the right, it says "Last updated: 02 Oct 2009" and includes a "BOOKMARK" button. The main content area is titled "Latest Events News from the Bristol Pegasus Motor Club" and features a large image of a red sports car on a track with a "CASTLE COMBE CIRCUIT" sign in the background. To the right of the image is a list of upcoming events: "Club Night Monday 12th October Normal Club Night", "Pegasus Sprint Saturday 17th October Last sprint of the year", "Navigational Scatter Friday 30th October Scatter", "Club Night Monday 9th November An Audience with Whizzo", and "BPMC Karting Endurance Challenge Thursday 19th November Karting Endurance Challenge". On the right side of the page, there are several sidebar sections: "Forums" with a forum icon, "Events Calendar" with a calendar icon, "Latest Fantasy F1 Results" with a Formula 1 car icon and a link to "More 2009 Fantasy F1 details...", and a footer section that says "Raise Money for our Club Charity While Shopping on Amazon".

Why not visit our website  
[www.bristolpegasus.com](http://www.bristolpegasus.com)

## Website updates this month

### BPMC Discussion Forums are now live

Due to popular demand, we have now set-up discussion forums for you to use for on-line discussion of motorsport or motor club related topics. You can even advertise cars and spares in a forum if you need to.

You will need to register to post a message but anybody can read all the messages left. Please have a look and start a topic off. The forums will only be useful if we get a good number of members visiting and posting so please think about starting a discussion or two to get things going !

Go to <http://www.bristolpegasus.com/forums>

### Ecurie Shoestring Quiz

#### Answers later in Backfire

1. What's the current hill record at Shelsley Walsh?
2. Who won the last 'proper' Mille Miglia in 1957?
3. In what city was the Australian Grand Prix held before Melbourne?
4. In the 1971 Italian Grand Prix, the first five were covered by six-tenths of a second. Peter Gethin won - who were the next four home?
5. When was the last time the F1 World Championship was won by British drivers two years in a row?
6. Which rally driver did Pat Moss marry?
7. Where's the final round of this year's F1 World Championship being held?

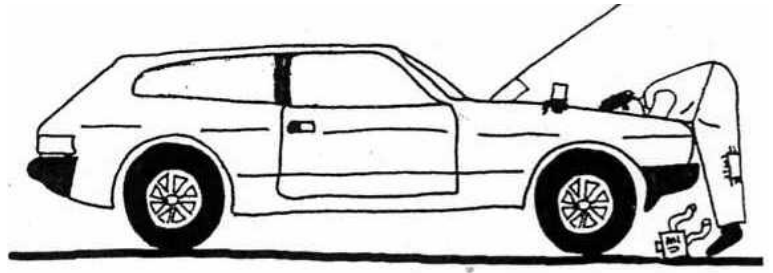
### Nominations for the Board of Directors

It will soon be time for our AGM. If any of you are interested in joining the committee please complete the form below and send it to me by the end of November. My contact details are on page 3 of Backfire.

|          |      |           |
|----------|------|-----------|
| Position | Name | Signature |
|          |      |           |
| Proposer | Name | Signature |
|          |      |           |
| Seconder | Name | Signature |
|          |      |           |

# REX'S RAMBLINGS

by Rex Meaden



Being an occasional series of motoring thoughts and experiences, mostly with a classical edge, but also trying to get to grips with the trials and tribulations we all face in pursuing the hobby we love.

This time, GRUMPY OLD MAN

## BEAULIEU AUTOJUMBLE 2009

It's that time of year again, time for the annual grind down to Beaulieu for the traditional extravaganza of the Autojumble. Some 2000 stalls over three and a half fields - whatever you want, even the most obscure, it's probably here, it's just a case of finding it. It's nearly 40 years since I first had a stall here, and its scale was a lot more manageable then that it is now, as were the prices!

I was expecting to travel down in the Scimitar, a favourite and much-anticipated drive, but during final checks, cracks were found in some of the radiator mounting brackets (the radiator is from a 2.8 Granada, it has a bigger core), so a rapid change to the Galaxy was made. Nonetheless I got to the other side of Totton in two hours after a lovely drive, only to suddenly hit a brick wall of solid traffic. It seems that the main through route had been closed by the police but with no diversions or any help from the boys in blue, who were just leaning against their car blocking the exit road at a roundabout. I in fact got in, parked and was at the entrance point with seconds to spare (instead of my usual 45-minute margin), but I was at the back. This was not a good start.

Over the years I've seen the internationalisation of the event with lots of French, Germans, Dutch and Belgians, Italians and Spanish, Americans and Japanese, and even a good number of Scandics for me to practice my Swedish on. I have to say that I wonder why some of these European stall-holders come, because there's very little interest from the home buyers for their wares (especially the foreign-language books) - they only really sell to each other. I get the feeling that it's more of a social occasion for them, and they actually buy more than they sell. I'm afraid I scoot straight past their stands with just a cursory glance. I also find that their national stereotyping means that they are very self-centred when it comes to walking up and down aisles of stands. They have no regard for anybody else perhaps trying to look at the same stand, or peoples passage past them, or where they light their Gauloises and so on. Or perhaps it's just grumpy old me, again.



Having offended most of the EU, and talking of pedestrian etiquette (which we were, dear reader, we were), I must ask why so many chaps bring along their disinterested other halves? Quite frankly, when there are so many people trying to get round so many stalls to such a tight time-line, people who are not switched on and who you have to walk around are not helpful - they get in the way, big time. Don't get me wrong, those partners or wives (or enthusiasts in their own right) who understand what it's all about are fine. In fact, you don't see them, they merge in - a bit like female drivers and well-ridden motorbikes, you don't see them because they've merged in. It's the same here. It's just so frustrating and inexplicable to me that there are so many, appendages, extras to the plot, dutifully following their husbands/partners/boyfriends round, looking bored, and yes, you've guessed it, getting in the way. Or perhaps it's just grumpy old me, again.

Of course the same is true of the kids, getting under your feet, not knowing where to go next, and with nothing to interest or engage them. They are usually too young to have an interest level compatible with this type of event, and again wander around dutifully behind their parent, but somehow unattached and in the way. In my defence, I look forward to my lad being old enough to attend with his dad so that I can show him all the wonders and teach him the wiles of the careful buyer. But that wasn't the case very often with the kids I'm talking about here - send them to the museum!

So let's now have a go at Beaulieu itself, just for good measure. After a reasonably successful day I got back to my car at 5pm, had some tea, packed my purchases away, changed shoes and moved off at 5.15. I expected to queue a bit and wait a bit, but this was exceptional, with long periods with the engine switched off. There was zippering at every access point, and a few more besides. At one point I was stopped so that three foreign-registered coaches could get into the queue ahead of me (xenophobe, me? Perish the thought!). I surprised myself by getting quite uptight about the continued zippering, and noted that it took me 56 minutes to hit the site exit. Sorry, Beaulieu, that's just not acceptable. Or perhaps it's just grumpy old me, again.

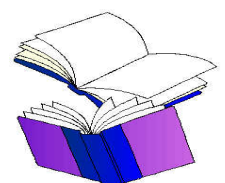
So, will I be there next year? Probably. At least it was good weather this year!

All for now, and keep enjoying your cars!

**Online Books, Videos, CDs, DVDs**

**Visit the bookshop section at [www.bristolpegasus.com](http://www.bristolpegasus.com)**

The Amazon site sells books, videos, CDs, DVDs etc



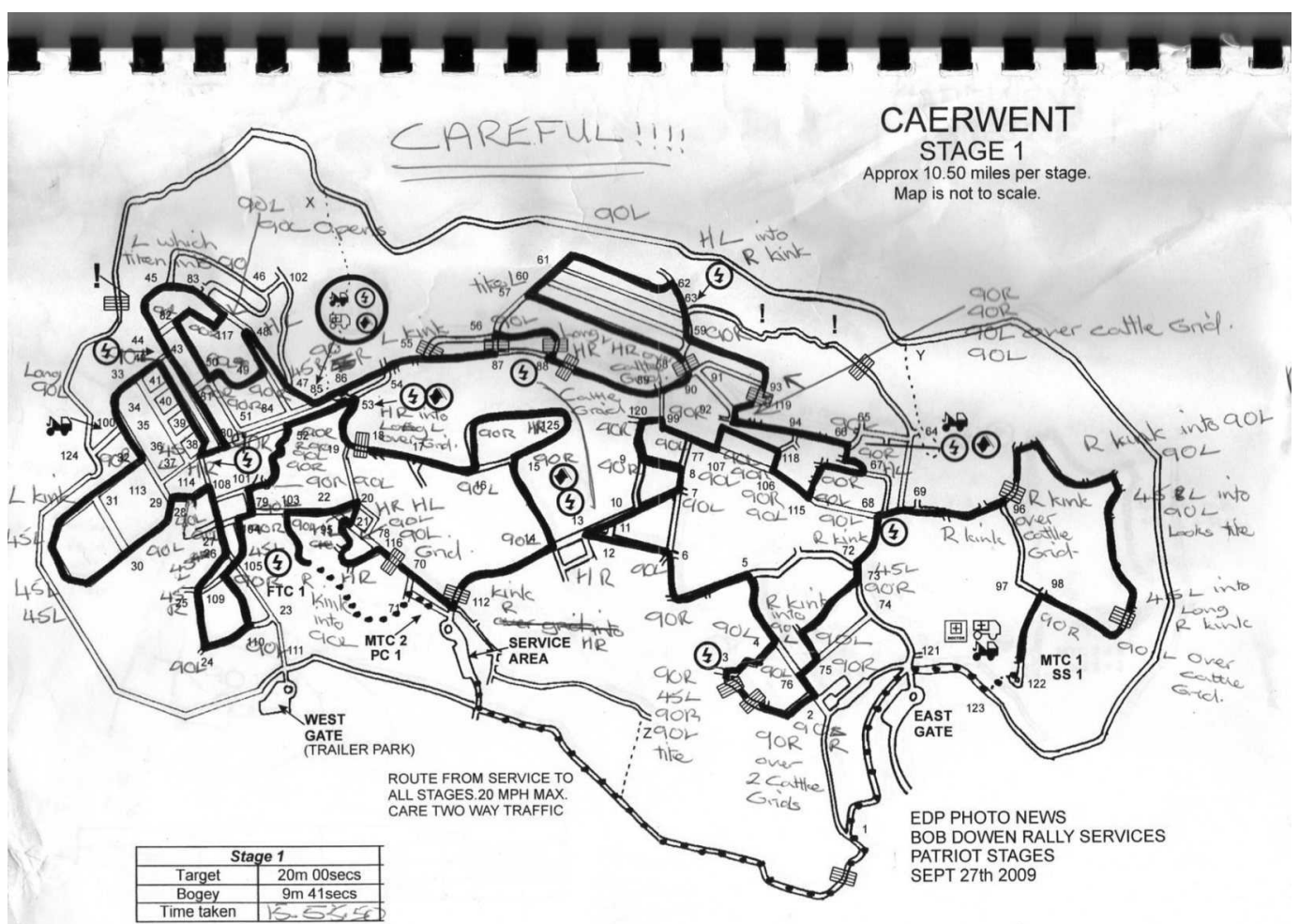
# PATRIOT STAGES

by Phil Turner

With the new motorhome we were off to Caerwent for the Patriot Stages Rally. The event was on Sunday 27th September so we set off Saturday to stay the night and go through scrutineering ready for the next day. We set up camp and when it got dark there were four campers in the compound so we didn't feel too alone.

There was talk of a pub nearby so we set off to find it and had a nice meal and a few pints then back for a good night's sleep - but because Lewis and David snored so much I didn't sleep a wink all night and was up at six to get a good spot in the service area. With all that done I then cooked some bacon rolls while Lewis looked gobsmacked at the stage diagrams.

They had seven ten-mile stages to complete with constant 90 lefts and 90 rights and it was not surprising that Lewis got lost several times on the first stage. He did a lot better on the second and felt he was getting the job sorted.



I stood at the spectator area near the end of stage three and waited for them to go through. As they came around the 90 right, David got it slightly wrong and mounted the kerb on the

inside of the bend, forcing the marshal to dive for his life. He was okay and it seemed that no damage was done as they carried on, but fifty yards up the stage the engine died and they came to a standstill. They had to be towed back to service so we were out of the rally.

The ignition system seemed to be the problem. Some electronic gizmo had failed, so I'll have to look into that, and the nearside front wheel was back an inch so that needs sorting as well, but it should be ready for the next event on Sunday 18th October at Smeatharpe for the Prima Motorsport Stages Rally.

As you can see in the diagram above, it was constant 90s as I said - very difficult to navigate for Lewis and equally exhausting to drive for David, as I know having done it twice.

**Sunday 18th October  
Invitation Event  
MGCC Kimber Trial**

**Pagans Hill Farm, Chew  
Stoke, Bristol  
Map Ref 172/558628**



Photo above and more pictures at <http://pics.lucking.org/i/1768556>

The MGCC will organise the Kimber Production Car Trial at Chew Stoke, near Bristol - and we have been invited to what looks like a fun event.

Scrutineering starts at 9.30am with the first car starting at 10.30am.

The event will be run entirely on private land. Entry forms and further details from our website or contact secretary of the meeting Bruce Weston on ( H ) 01963 440941 or ( B ) 01747 823232.

Entry Fee is just £10 in advance or £12 on the day, if four or more Pegasus Members attend there will be a club award.



# TWO CLUB SPRINT COLERNE

Monday 31st August 2009

Photos by Brian Berret



# TWO CLUB SPRINT COLERNE

Monday 31st August 2009

Photos by Brian Berret







**Many Thanks to Brian for the excellent photos and to club member Bradley Hobday for arranging for them to be sent.**

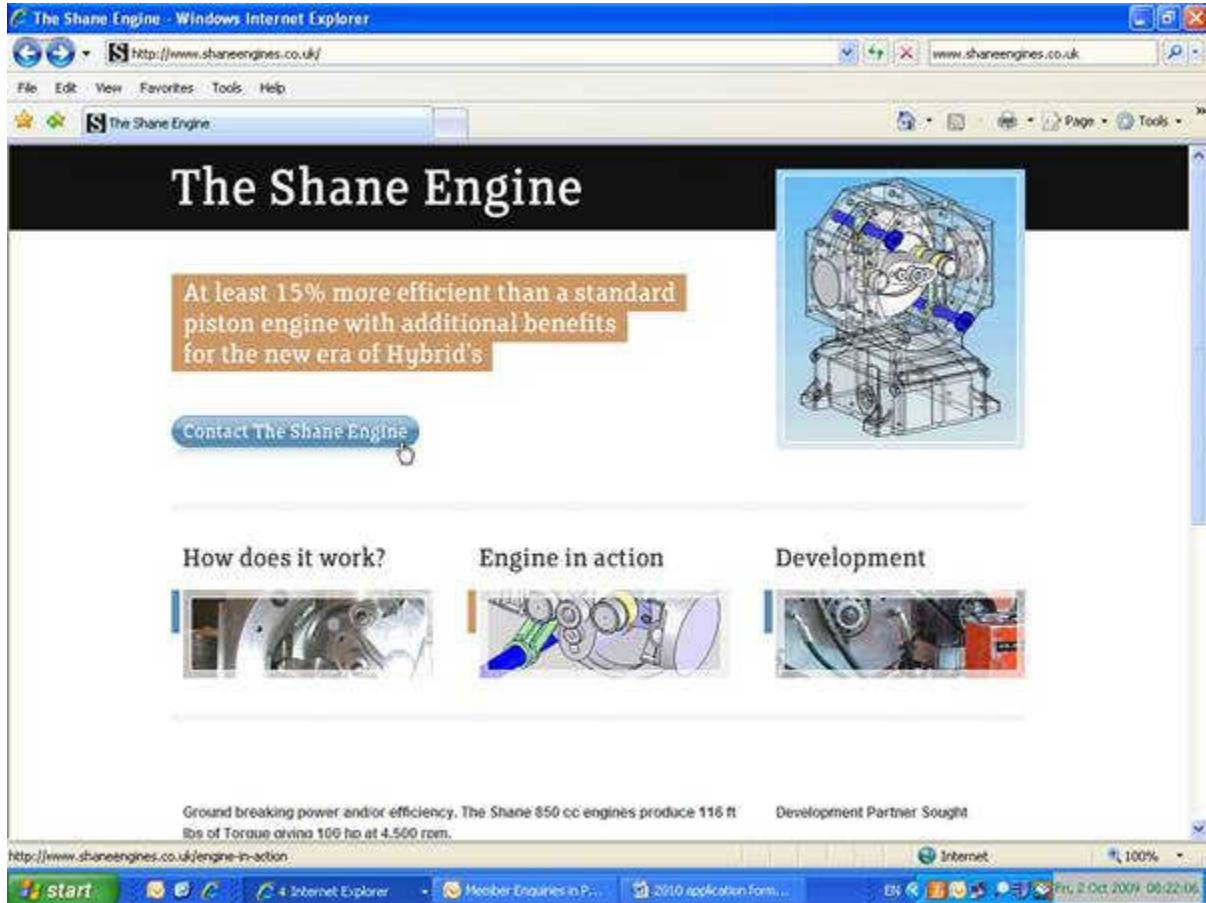


# WEB WATCH

## Alternative Technology

For a piece of lateral thinking see [www.shaneengines.co.uk](http://www.shaneengines.co.uk)

Any comments ? Dick Craddy



## Ecurie Shoestring Answers

1. 22.58sec
2. Piero Taruffi
3. Adelaide
4. Ronnie Peterson, Francois Cevert, Mike Hailwood, Howden Ganley
5. 1968 (Graham Hill) and 1969 (Jackie Stewart)
6. Erik Carlsson
7. Abu Dhabi

# BPMC Karting Endurance Challenge

The event will be held at The Raceway, Avonmouth, Bristol BS11 9YA. Full details of the track layout and directions how to get there can be found at [www.theraceway.co.uk](http://www.theraceway.co.uk). Or tel. 0800 3766111

**Date:** Thursday 19th November 2009

**Time:** 7.00pm start - 10.30pm finish

**Format:** 25mins Qualifying + Endurance Race over 2 ½ hours

**Teams:** 5 drivers per team – 16 Teams in total

**Cost:** £175 per team = £35 per driver

This is your chance to be at the sharp end of your own Grand Prix Team, 25 minutes of qualifying will determine the grid for the start of the race with the best lap time taking pole position. The drivers' briefing on the night will give the usual rules and regulations which will be supplemented by those below: -

1. Each driver **must** drive a minimum of 2 stints.
2. The Raceway timing system will be the official clock.
3. Most driving penalties will be a 30 second stop/go penalty.
4. T-Bone another driver - 1 min stop/go penalty.
5. Missing a driver change completely – **DISQUALIFICATION**

Please organise your team of 5 drivers and come up with a suitable team name. If you can not raise a team of 5 but would still like to drive there will be a team called “The Mad Misfits” to accommodate smaller numbers. Send all of your team details along with a cheque for £175 made payable to **Bristol Pegasus Motor Club** to: -

Ken Robson  
201 Juniper Way  
Bradley Stoke  
Bristol  
BS32 0DP

p. 07900 007747

e. [kenrobson@btinternet.com](mailto:kenrobson@btinternet.com)

**This event will raise around £1200 which will be donated to the chosen charity of BPMC – Wiltshire Air Ambulance.**

**2009 CLUBMANS CHAMPIONSHIP**  
**UP TO 26 SEPTEMBER NOT INCLUDING PCT RESULTS**  
**Prepared by Chris Thompson**

| <b>TOTAL<br/>POINTS<br/>SCORED</b> | <b>ENTRANT</b>  | <b>POSITION</b> | <b>NUMBER<br/>OF<br/>EVENTS</b> | <b>ORGANISED OR<br/>MARSHALLED ?</b> |
|------------------------------------|-----------------|-----------------|---------------------------------|--------------------------------------|
| 32.35                              | Andy Moss       | 1               | 9                               | Yes                                  |
| 30.14                              | Chris Goodchild | 2               | 7                               | Yes                                  |
| 26.71                              | Paul Bird       | 3               | 6                               | Yes                                  |
| 20.55                              | Matt Marples    | 4               | 5                               | No                                   |
| 19.06                              | Nick Wood       | 5               | 8                               | Yes                                  |
| 17.54                              | Toby Harris     | 6               | 4                               | No                                   |
| 15.20                              | Bradley Hobday  | 7               | 3                               | No                                   |
| 15.08                              | Martyn Mees     | 8               | 3                               | No                                   |
| 14.49                              | Alan Dillamore  | 9               | 5                               | Yes                                  |
| 14.37                              | Lisa Selby      | 10              | 3                               | No                                   |
| 13.36                              | Martin Baker    | 11              | 3                               | Yes                                  |
| 13.27                              | Mark Astin      | 12              | 3                               | No                                   |
| 13.20                              | Alan Spencer    | 13              | 6                               | Yes                                  |
| 12.58                              | Ian Hall        | 14              | 3                               | Yes                                  |
| 12.29                              | Dave Bence      | 15              | 3                               | Yes                                  |
| 12.19                              | Trevor Hartland | 16              | 3                               | No                                   |
| 11.89                              | Stephen Dummett | 17              | 3                               | No                                   |
| 11.22                              | Cherry Robinson | 18              | 7                               | Yes                                  |
| 10.92                              | Kevin Jones     | 19              | 2                               | No                                   |
| 10.89                              | Martin Corfield | 20              | 3                               | No                                   |
| 9.29                               | Ken Robson      | 21              | 3                               | Yes                                  |
| 9.10                               | Brian Hobday    | 22              | 3                               | No                                   |
| 9.07                               | Grahame Harden  | 23              | 3                               | No                                   |
| 8.27                               | Paul Draper     | 24              | 3                               | No                                   |
| 7.85                               | John Mearns     | 25              | 2                               | No                                   |
| 7.67                               | Richie Devall   | 26              | 2                               | Yes                                  |
| 7.63                               | Martin Emsley   | 27              | 2                               | Yes                                  |
| 7.42                               | Lewis Bird      | 28              | 2                               | No                                   |
| 7.33                               | Ian Cameron     | 29              | 2                               | No                                   |
| 7.14                               | Adrian Tillin   | 30              | 2                               | No                                   |

|      |                 |    |   |     |
|------|-----------------|----|---|-----|
| 7.00 | Johnathan Milne | 31 | 2 | No  |
| 6.88 | Mike McBraida   | 32 | 2 | No  |
| 6.79 | Andy Baverstock | 33 | 2 | No  |
| 6.77 | Mike Williams   | 34 | 2 | No  |
| 6.73 | Brain Davage    | 35 | 2 | No  |
| 6.41 | Pete Devall     | 36 | 2 | No  |
| 6.29 | Chris Thompson  | 37 | 2 | Yes |
| 6.29 | Pete Goodman    | 37 | 2 | No  |
| 5.93 | Trevor Newman   | 39 | 2 | No  |
| 5.77 | Roger Brunt     | 40 | 2 | No  |

## 2009 MARSHALS CHAMPIONSHIP UP TO & INCLUDING 26 SEPTEMBER

Prepared by Chris Thompson

| TOTAL<br>POINTS<br>SCORED | ENTRANT         | POSITION | NUMBER<br>OF<br>EVENTS |
|---------------------------|-----------------|----------|------------------------|
| 8                         | Dick Craddy     | 1        | 3                      |
| 8                         | Chris Thompson  | 1        | 4                      |
| 7                         | Andy Moss       | 3        | 4                      |
| 6                         | Martin Baker    | 4        | 3                      |
| 6                         | Bob Hart        | 4        | 2                      |
| 6                         | Tim Murray      | 4        | 5                      |
| 5                         | Mal Allen       | 7        | 4                      |
| 5                         | Nick Wood       | 7        | 4                      |
| 5                         | Ben Challinor   | 7        | 4                      |
| 4                         | Lesley Hart     | 10       | 2                      |
| 3                         | Donny Allen     | 11       | 2                      |
| 3                         | Cherry Robinson | 11       | 3                      |
| 3                         | Tony Smith      | 11       | 2                      |
| 3                         | Phil Harris     | 11       | 2                      |
| 3                         | Simon Child     | 11       | 2                      |



# BPMC CHEPSTOW AUTO SOLO

19th September 2009 - Report Andy Moss, Photos Nick Wood

The September Solo was the second time we had used the large tarmac area at Chepstow – other events having used the internal roads around the stables at the race course. We are very lucky to effectively have two venues at Chepstow and, as always, we were made very welcome by the team from the racecourse.



We also saw the debut of our fourth different clerk of course – Tony Smith doing the honours this year. Tony brought his usual enthusiasm to the job and was ably assisted by Phil Harris. The organising team did however have one familiar face in the form of Chris Thompson who has been Entries Secretary ( and a lot more ) on all our Chepstow events.

John Corfield again scrutineered the cars and this was done in his usual professional manner, this time Tim Murray assisted to speed up getting through checking all the cars, before both swapped to the time keeping role for the rest of the day. Club steward was Alan Spencer, who would have rather been competing, but for his injured ankle – hopefully next year Alan will be feeling 100% and will be able to get out on the course and compete. A big thank you to everyone who came and helped.

This event was due to be a round of the Cotswold Motor Sport Solo Championship, but a last minute call from the MSA advised us we could not run the event as part of the Championship. In common with all the events in the championship ours is run under a "Clubsport" permit. One of the pre-requisites for such an event is that it can only be a round of the organising clubs championship, to comply with this all championship rounds are jointly organised with the Cotswold Motorsport Club Competitors Club. However we were informed that it could only be a round of a championship for the club which had actually applied for the permit. This is something that will require further clarification before next years championship, as ours was not the only event that would be impacted by this clarification, unfortunately for us it happened to be our permit that was the first to be questioned and we had to follow the advice from the MSA to ensure our event complied with the rules.

To add to the pre-event challenges Chris Thompson had booked a van to move the

equipment from a large national hire company. On arrival to collect the van we were told we could not have it, as it had just been returned with a smashed windscreen and they could not provide us an alternative vehicle. Chris did marvellously to find a smaller local company who supplied a van at short notice, otherwise we would have had a lot of kit to move which would have taken several cars.



We again followed the standard Solo approach of competitors having to get involved in marshalling – in the stables area we had previously decided to let them off this task, as we had enough dedicated volunteers to run the event. One advantage of the tarmac area is that there is a solid fence along one side – whilst we made a decision to keep the cars well away from this, it did provide an excellent safety feature for the marshals who could stand out of harms way.

So to the event itself ... Again we had a pleasing range of cars – ranging in size from the low powered but nimble to the bigger but more powerful. Tony and Phil did their best to layout out a course that was suitable for all. The first attempt was a little tight, but some lunchtime changes created a course that was a lot of fun for all, while still being challenging. Everything ran smoothly and it was good that the barrier between the marshals and the course allowed us to change marshals over while the event continued to run.

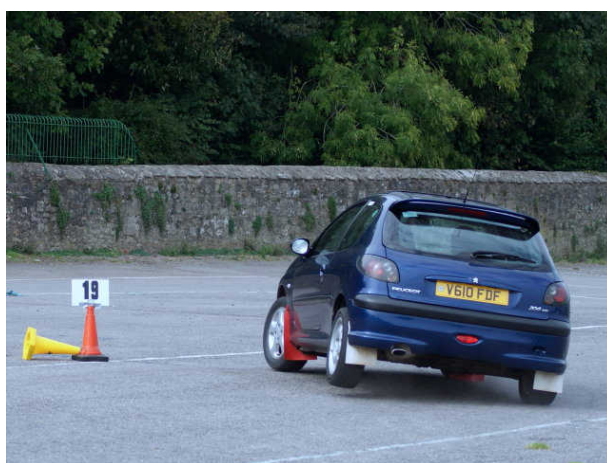


The Final thing to say is that if you have not entered one of our Chepstow events yet make sure you come along next year – you don't need an expensive car and an ordinary road car will give you a lot of fun – at the same time a Sprint car from the road classes won't have any problems

doing the event ... The entry fee is very reasonable, you get a lot of time on the course, and you don't need a helmet or overalls. Beginner or expert driver you will have a great deal of fun, which after all is what club motorsport is really all about .... If you still need convincing come along to the club night where we will have some film of the event.



## Chepstow Auto Solo - Pictures by Nick Wood



## Chepstow Autosolo - Final Results

| Comp No | Class | Driver          | Car       | Total | Position | Awards           |
|---------|-------|-----------------|-----------|-------|----------|------------------|
| 17      | D     | Kevin Belcher   | Impreza   | 337   | 1        | 1st Overall      |
| 25      | F     | Nick Cook       | Westfield | 350   | 2        | First in Class F |
| 11      | C     | Andy Laurence   | Golf      | 350   | 2        | 1st in Class C   |
| 6       | B     | Liam Rollings   | Mini      | 352   | 3        | 1st in Class B   |
| 24      | F     | Chris Goodchild | Westfield | 360   | 4        |                  |
| 16      | D     | Haydn Marks     | Octavia   | 361   | 5        | 1st in Class D   |
| 13      | C     | Nigel Smith     | 206       | 366   | 6        | 2nd in Class C   |
| 23      | F     | Mark Ison       | Elise     | 378   | 7        |                  |
| 20      | D     | Zenya Heap      | A3        | 380   | 8        | 2nd in Class D   |
| 9       | C     | Simon Harris    | Golf      | 382   | 9        |                  |
| 12      | C     | Kevin Metcalfe  | Astra     | 383   | 10       |                  |
| 2       | A     | John Delafield  | Midget    | 391   | 11       | 1st in Class A   |
| 26      | B     | Paul Thomas     | Aygo      | 393   | 12       |                  |
| 27      | D     | Jordan Ellaway  | A3        | 405   | 13       |                  |
| 19      | D     | Peter Dickinson | Impreza   | 406   | 14       |                  |
| 10      | C     | Graham Spencer  | Golf      | 421   | 15       |                  |
| 15      | C     | Andrew Helme    | ibiza     | 425   | 16       |                  |
| 22      | F     | Andy Moss       | Westfield | 429   | 17       |                  |
| 1       | A     | Ian Webb        | Midget    | 447   | 18       |                  |
| 18      | D     | Mark Benstock   | Impreza   | 448   | 19       |                  |
| 7       | B     | Jim Lott        | Metro     | 451   | 20       |                  |
| 8       | B     | Sam Brown       | Metro     | 454   | 21       |                  |
| 14      | C     | Rodney Green    | 205       | 457   | 22       |                  |
| 4       | A     | Roger English   | Mini      | 459   | 23       |                  |
| 3       | A     | Ben Delafield   | Midget    | 472   | 24       |                  |
| 5       | A     | Stephen Holford | BGT       | 474   | 25       |                  |
| 21      | D     | Ross Willings   | Prelude   | 478   | 26       |                  |



## Chepstow Auto Solo - Pictures by Nick Wood



# BRISTOL PEGASUS FANTASY F1 2009

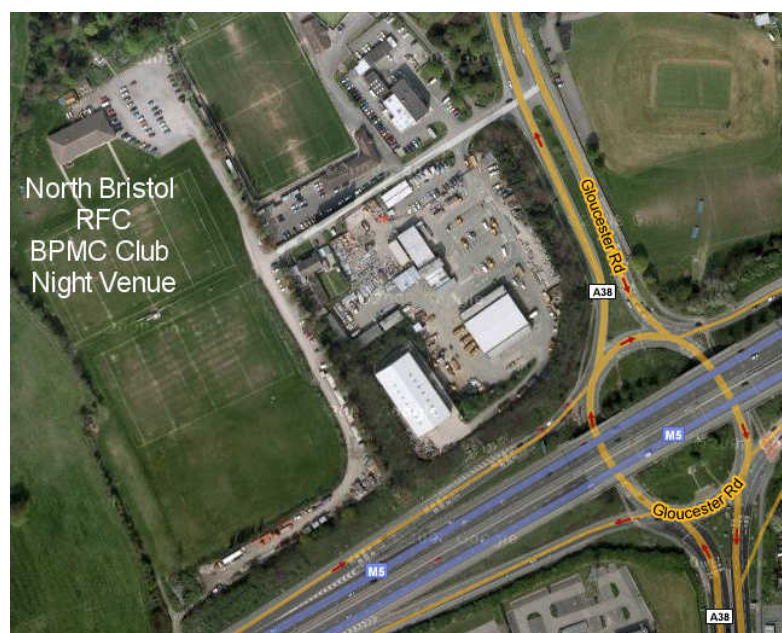
## Positions after Japanese Grand Prix

Updated By Tim Murray

| Pos | Entrant               | Driver 1    | Driver 2    | Team 1      | Team 2     | Engine     | Total  |
|-----|-----------------------|-------------|-------------|-------------|------------|------------|--------|
| 1   | Jonathan Prestidge    | Button      | Barrichello | Ferrari     | Brawn      | Ferrari    | 1223.5 |
| 2   | Toby Harris           | Button      | Hamilton    | Ferrari     | Brawn      | Mercedes 3 | 1221.5 |
| 3   | Andy McBride-Coogan   | Button      | Massa       | Brawn       | Red Bull   | Ferrari    | 1168.5 |
| 4   | Paul Bird             | Button      | Raikkonen   | Ferrari     | Brawn      | Ferrari    | 1143.5 |
| 5   | Joe Robson            | Raikkonen   | Vettel      | Ferrari     | Brawn      | Mercedes 3 | 1138.5 |
| 6   | Juliet Child          | Button      | Rosberg     | Brawn       | Williams   | Mercedes 3 | 1125.5 |
| 7   | Ken Robson            | Button      | Vettel      | BMW         | Brawn      | Ferrari    | 1117.5 |
| 8   | Martin Baker          | Button      | Trulli      | Brawn       | McLaren    | Ferrari    | 1113.5 |
| 9=  | Richard Ibrahim       | Alonso      | Button      | Ferrari     | Brawn      | Mercedes   | 1110.5 |
| 9=  | Tony Sighe            | Alonso      | Button      | Ferrari     | Brawn      | Mercedes   | 1110.5 |
| 11  | Joanna Prestidge      | Button      | Heidfeld    | Brawn       | McLaren    | Ferrari    | 1061.5 |
| 12  | Bill Farrow           | Barrichello | Webber      | Ferrari     | Red Bull   | Ferrari    | 1059.5 |
| 13  | John Page             | Alonso      | Vettel      | Ferrari     | Brawn      | Ferrari    | 1054.5 |
| 14= | Alyson Marsden        | Button      | Massa       | Ferrari     | Brawn      | Renault    | 1044   |
| 14= | Chris Lewis           | Button      | Massa       | Ferrari     | Brawn      | Renault    | 1044   |
| 14= | David Garnett         | Button      | Massa       | Ferrari     | Brawn      | Renault    | 1044   |
| 17  | Victoria Phillips     | Button      | Hamilton    | BMW         | Brawn      | Mercedes   | 1042.5 |
| 18  | Manisha Thorp         | Raikkonen   | Vettel      | Ferrari     | Brawn      | BMW        | 1023.5 |
| 19  | Andrew Moss           | Button      | Hamilton    | Ferrari     | Williams   | Mercedes 3 | 1022.5 |
| 20= | Mike Marsden          | Kubica      | Raikkonen   | Ferrari     | Brawn      | Mercedes 3 | 958.5  |
| 20= | Rex Meaden            | Alonso      | Rosberg     | Ferrari     | Brawn      | Mercedes   | 958.5  |
| 22  | Gary Tanner           | Hamilton    | Massa       | Brawn       | Williams   | Mercedes 3 | 943.5  |
| 23  | Simon Moss            | Massa       | Vettel      | Ferrari     | Brawn      | Ferrari 2  | 941.5  |
| 24  | Judith Bird           | Button      | Massa       | BMW         | Red Bull   | Ferrari    | 938.5  |
| 25  | Stuart Morgan-Nash    | Alonso      | Heidfeld    | Ferrari     | Red Bull   | Mercedes 3 | 933.5  |
| 26  | Rob Crossland         | Glock       | Heidfeld    | Ferrari     | Brawn      | Mercedes   | 932.5  |
| 27  | Caroline Meaden       | Raikkonen   | Webber      | Brawn       | McLaren    | Ferrari 2  | 921.5  |
| 28  | Jane Tanner           | Hamilton    | Massa       | BMW         | Brawn      | Mercedes 3 | 912.5  |
| 29  | Ross Willing          | Alonso      | Hamilton    | Brawn       | Renault    | Ferrari    | 903.5  |
| 30  | Richard Reynolds      | Alonso      | Kovalainen  | Ferrari     | Brawn      | Toyota 2   | 877    |
| 31  | Sharon Reynolds       | Button      | Hamilton    | Force India | Williams   | Renault 2  | 873    |
| 32  | Liz Ibrahim           | Hamilton    | Raikkonen   | Brawn       | Renault    | BMW        | 872.5  |
| 33  | Peter Farrow          | Glock       | Raikkonen   | BMW         | Red Bull   | Ferrari    | 854.5  |
| 34  | Alex Wooldridge Smith | Hamilton    | Raikkonen   | Brawn       | Toro Rosso | Mercedes   | 843.5  |
| 35  | Dick Craddy           | Alonso      | Kubica      | Ferrari     | Brawn      | Toyota 2   | 837    |



|     |                 |             |            |             |            |            |       |
|-----|-----------------|-------------|------------|-------------|------------|------------|-------|
| 36  | Elisabeth Lewis | Alonso      | Massa      | Brawn       | Renault    | Ferrari    | 831.5 |
| 37  | Bradley Hobday  | Alonso      | Kovalainen | Brawn       | Renault    | Ferrari    | 827.5 |
| 38  | Martin Emsley   | Alonso      | Vettel     | Force India | McLaren    | Renault 2  | 821   |
| 39  | James Page      | Alonso      | Vettel     | Ferrari     | Williams   | BMW        | 802.5 |
| 40  | Lisa Selby      | Button      | Hamilton   | Renault     | Toro Rosso | Ferrari    | 790.5 |
| 41  | Donny Allen     | Alonso      | Kovalainen | Ferrari     | Williams   | Mercedes 3 | 777.5 |
| 42  | Bennett A       | Massa       | Rosberg    | Ferrari     | Williams   | Renault 2  | 777   |
| 43  | Mal Allen       | Hamilton    | Massa      | Red Bull    | Williams   | Ferrari 2  | 759.5 |
| 44  | Mary Craddy     | Hamilton    | Raikkonen  | BMW         | Williams   | Renault 2  | 748   |
| 45  | Julie Farrow    | Hamilton    | Vettel     | BMW         | Renault    | Toyota 2   | 738   |
| 46  | Tim Murray      | Kubica      | Vettel     | Ferrari     | Williams   | BMW        | 724.5 |
| 47  | Simon Child     | Heidfeld    | Kubica     | Red Bull    | Renault    | Ferrari    | 706.5 |
| 48  | Audrey King     | Button      | Kubica     | Renault     | Williams   | BMW        | 704.5 |
| 49  | Pete Stowe      | Rosberg     | Sutil      | BMW         | McLaren    | Mercedes 3 | 690.5 |
| 50  | Tom King        | Hamilton    | Kovalainen | Red Bull    | Toro Rosso | Ferrari 2  | 672.5 |
| 51  | Ann Farrow      | Barrichello | Kubica     | Ferrari     | Toro Rosso | BMW        | 641.5 |
| 52  | Kate Umfreville | Kubica      | Massa      | Red Bull    | Toro Rosso | Ferrari    | 639.5 |
| 53  | Liz Moss        | Massa       | Trulli     | BMW         | Renault    | Toyota 2   | 578   |
| 54  | Andy Baverstock | Hamilton    | Kubica     | Toro Rosso  | Toyota     | Ferrari 2  | 547.5 |
| 55= | Bennett B       | Alonso      | Kubica     | BMW         | Renault    | BMW        | 504.5 |
| 55= | Tony Thorp      | Alonso      | Kubica     | BMW         | Renault    | BMW        | 504.5 |
| 57  | Charlie Emsley  | Kubica      | Piquet     | BMW         | Toro Rosso | Ferrari    | 372.5 |



## Club Night - Directions

### North Bristol RFC - Almonsbury Bristol

Exit M5 at Junction 16. Arriving from the south, take the left exit lane. Turn left at lights and venue is 150 metres on left-hand side. Arriving from east, take right-hand lane on slip road.

Take 3rd exit.

After approx 150 metres, turn left before Police HQ. Continue past the Gloucester Football Association building. At T junction, turn right into North Bristol RFC.



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Issued 14th September 2009

[adean.lewis@msauk.org](mailto:adean.lewis@msauk.org)

### **Rally of Great Britain marshalling**

Many readers will know that this event takes place on 22 to 25 October. Comprehensive information about the rally for competitors, marshals and spectators can be found at [www.rallygb.org/home.php](http://www.rallygb.org/home.php)

In the marshals section you can read the latest newsletter, visit the Marshals Forum and check the event staffing timetable to decide where you would like to marshal. You can then enrol for the event by contacting one of the Staffing Officers or (if you already have a Marshal Registration Number) by going to [www.rallystageteam.co.uk](http://www.rallystageteam.co.uk).

The organisers actively support the use of Cadet and under 18 marshals and have two Child Protection Officers for their support. If you are under 18 and have any concerns surrounding the event please contact either Martin Saunders on 07798 584 713 or Rebecca Evans on 07748 452 650. They will be happy to discuss things with you.

### **RLO for 2010**

The MSA is looking for a new Route Liaison Officer (RLO) for the Hampshire area starting early 2010.

Route Liaison Officers assist in the smooth running of rally and trial events on the public highway at a local level liaising between the MSA, event organisers, the police, national parks and residents en route.

Clubs send RLOs copies of their routes and public relations letters that must be approved before an event can run. A good knowledge of local geography and the ability to act firmly but diplomatically are key attributes for RLOs.

This position would suit someone experienced in motor sport, familiar with the MSA and specifically the Motor Vehicles (Competitions & Trials) Regulations, who is willing to act impartially and respect confidences when dealing with route information supplied to them by event organisers.

The MSA pays agreed out-of-pocket expenses for this role. All enquires relating to the role should be directed to Simon Fowler, MSA Competitions and Clubs Manager, telephone 01753 765045 or email: [sfowler@msauk.org](mailto:sfowler@msauk.org).

## **Apprentices fired up**

The MSA's first Advanced Apprenticeship in Sporting Excellence began with the 33 drivers selected from nearly 70 applicants attending a two-day induction course at Croydon College, South London.

They were joined by six riders nominated by the Auto Cycle Union (ACU), governing body of two-wheeled motor sport, which has teamed up with the MSA for this scheme.

Following the induction period, much of the learning will be delivered remotely, with further blocks of study time scheduled for later in the year.

## **Extract from MSA SCRUTINEERS E-BULLETIN #45**

### *Technical Officials' Licences*

Please ensure that anyone undertaking any sort of technical checks on vehicles is properly MSA licensed. Remember a Trainee Scrutineer licence is free of charge, so be it a family member or friend helping out or someone you are introducing to scrutineering, ensuring they have at least an MSA Trainees licence will provide cover under the MSA Officials' Personal Accident Insurance. Remember, no licence, no insurance cover!

## **MSA safety seminars**

The MSA has been awarded significant partnership funding by the FIA's Motor Sport Safety Development Fund to run a series of safety-related seminars in the UK.

The MSA will arrange two full-day seminars each on the topics of Facility Safety Improvement and Officials Skills Safety Training, both of which are open for applications both from UK personnel and also from other national governing bodies (ASNs) around the world.

The MSA will receive additional funding to promote driver safety training and development for each of the members of the MSA's Elite and Academy schemes. This will involve recognised advanced driving assessment, discipline-specific track tuition, competitive evaluations and psychometric testing to improve driver safety on both public road and in elite competition. An evaluation workshop and subsequent training sessions will be delivered as part of the ongoing 2009 MSA Elite Driver programme.

The FIA Motor Sport Safety Development Fund, which is part of the FIA Foundation, has been created to manage the distribution of motor sport safety-related grants worldwide and is administered by the FIA Institute for Motor Sport Safety. The Fund's resources were donated by the FIA as a result of the fine arising from the dispute between McLaren and Ferrari in the 2007 Formula One Championship.

For the Facilities and Officials seminars, the MSA has sent invitation letters to MSA registered Clerks and Stewards, Championship Co-ordinators, Track Licence holders, Venue operators and MSA clubs, as well as to many international ASNs. More than 100 people have booked their places and international attendance has been confirmed from at least seven ASNs.

The seminars will take place on 10 and 11 October at Donington and 5 and 6 December in Coventry.

The Officials Skills Safety Training takes place on the two Saturdays and will include topics such as legislation, risk assessments and incident analysis, reporting protocols and procedures. On the Sundays



Facility Safety Improvement events will include topics such as venue design, construction, maintenance & management all under the overall umbrella of safety and risk management. Importantly, each session will provide an opportunity to discuss best practice in facilitated groups to achieve a greater level of learning and understanding.

As a result of the FIA funding, the full-day seminars (which include lunch and refreshments) will be free of charge for attendees.

Further information is available from Richard Nunn at the MSA: [richard.nunn@msauk.org](mailto:richard.nunn@msauk.org) or 01753 765000.

### Annual awards reminder

Nominations for Club of the Year 2009 and Marshal of the Year 2009 must be made by 1 October 2009. See June e-Wheels for more information.



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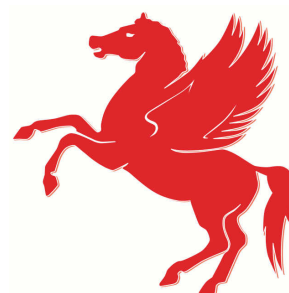


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## **MEMBERS' ADS**

### **For Sale/Part Ownership**

I am reluctantly offering for sale my Peugeot 205 GTI (MI16). It is basically a very sound, reliable car, but could do with a bit of love and affection and further development.

Whilst I would consider offers for an outright sale, I would be particularly interested to hear from anyone with a bit more mechanical ability than me who might be interested in making an offer for part ownership. If a garaging or storage facility was available then even better.

It has had very little use since I bought it in Sept 2006, although I did the Castle Combe track day in the rain last year. Very hairy!

Basic spec as follows: Black with white wheels, Cat 1 alarm & immobiliser, MI16 1.9 Alloy block engine 160 BHP, Group N engine mounts, 1.9 GTI front hubs, front brakes, driveshafts, ITG induction kit, 1600cc gearbox (quicker acceleration), New clutch (approx 500 miles ago), 1.9 GTI wheels, with toyo proxies & Uniroyal Rainsports (on rear), Avo springs on front with torsion on rear adjusted to match, 340mm seat Mountney suede wheel, Boos kit, OMS HTS drivers seat FIA approved, OMS RS PT passenger FIA approved, OMP HC733 FIA approved seat mounts, Sparco 4 point harnesses FIA approved, OMP AB105 FIA approved cage, professionally installed, Rear strut bar/Harness loop, Roll cage padded, Stripped interior  
Photos of the car at last year's Castle Combe track day can be seen on the website. Please call  
*Clive Pinnell 01179 827166.*

### **FOR SALE**

Mazda MX5 Steel Wheels 4-Stud New Four £85

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*Andy Baverstock. Tewkesbury*

*01684 299062 07952 202170*

#### **Peugeot 205 16v Sprint / Hill climb car**

Conforms to Class 3B ( ASWMC C3)

Engine:

Peugeot Mi 16 Alloy block. Stroked to 1993 cc with Farndon Steel Crank and rods and rod

bolts, 45mm big ends ( BMW size ) + lightweight Steel flywheel, JE forged H/C Pistons, Big valve SP Performance head, Kent Cams, additional oil drains + modified oil pump. Peugeot baffled sump. 48mm Jenvey throttle bodies on OMEX ECU. Tuned by Ratt racing dyno sheets to prove power and torque (177 lb-foot ) Strong revving engine.

Janspeed 16v for 205 exhaust manifold. Heavy duty solid engine mounts

Clutch + Gearbox:

7 1/4 " twin paddle clutch and cover, BE3 box on MI16 ratios and 4.44 Tranex LSD.

Chassis:

Satchell suspension, Front fully adjustable quality rose jointed wishbones, Peugeot tarmac spec inserts on Bilstein struts. (new in 2006), 300lb Springs. Racing 4 calipers with green stuff pads. 290 mm Peugeot 406 discs. 8" racelines on front with 8.7 x 21.5 x 15 Avon Slicks.

Rear Satchell mod prod legal turreted adjustable rear shocks ( new 2006 ) on 175 lb springs. lightened 205 discs on green stuff pads.

7" Compomotive wheels with 8 x 21.5 x 15 Avon slicks.

Rain tyres included ( same size ) but no rims for front tyres.

General:

Satchell quickshift rose jointed gearshift. 205 Challenge spec roll cage. Peugeot sport adjustable pedal box. Carbon fibre instrument cluster, single skinned doors. Polycarb windows, Fibre tailgate, Fully stripped shell. Extra wide wheel arches for front and matching rears. Weighs in at approx 690 Kg. Silicon hoses. 7.5 litre alloy tank with integral pump. internal lines, aeroquip brake hoses. Lowered steering column and Sparco Rev seat, Willans 6 point harness. Re packable Pre fab silencer.



In all as most of you know, one very quick car. MSA Log booked. Class record holder at: Llandow, Castle Combe, Cadwell Park , Colerne, Chivenor, Merryfield, Barkston Heath, 3 Sisters, Anglesey, Pembrey and others.

Honours:

2007 2nd o/l Toyota Tyres Midland Speed Championship + Class 2007 Welsh Trident Championship Class win 2006 9th overall Toyota Tyres Midland Speed + Class win 2006 Trident Championship Class win 2006 SWMC 4th o/l Sprint Championship 2005 ASWMC 4th

o/l Sprint Championship 2004 ASWMC 7th o/l Sprint Championship, numerous class wins.

There's not much more to add and genuine interest parties can view it any time. There are some spares to be included. Photographs upon request as I have none readily available in digital format.

At present it is awaiting some paint I anticipate this will be completed in October. At present I am preparing for a house move. If anybody wants to make me a fair offer before I go through the pain of shipping the car off to a workshop for the paint, then it'll do me a favour otherwise when painted I'll be looking in the order of £8000.

Also a 2 year old Fountain Trailer with accessories is available under separate negotiation.

Paul Perkin 01626 888077, 07807 003058 or [paul.perkin10@btinternet.com](mailto:paul.perkin10@btinternet.com)

### **Also Garage Clearout:**

Set Peugeot 1.9 Mi 16 Pistons and conrods for XU9 £20

1 brand new 205 nearside GTI driveshaft £30

1 good second hand nearside GTI drivshaft £18

1 Peugeot XU 8 valve block converted to 16v ( bare no liners ) £30

1 peugeot 205 GTI Radiator brand new £20

4 of 205 GTI 1.9 15" wheels reasonable £30 set

3 TSW Alloys 7 x 15" Peugeot / ford centres £30

Front 19mm anti roll bar £5

14mm Rear 205 Anti roll bar £20

16mm Rear 205 Anti roll bar £20

19mm Rear 205 Anti roll bar £20

One bare 1.9 Mi 16 head Offers

1 Nearside rear glass £5

Set 4 20mm wheel spacers for Ford /Peugeot £20

2 of K&N 1/2" crankcase breathers (new) £10

I bag various Pirtek BSP and metric hose fittings and made up 1/2" and 3/4" hoses metric and bsp ends 18" approx length Offers

I have a number of bonnets and tailgates and plastic trim for 205 GTI Please enquire

Renault Clio 1200 ( 1996) Exhaust manifold gasket, Front Wheel Bearing and Fuel filter. All brand new in packging Offers

Pair Brand new Faulkener 200 lb 2 1/4" 8" free lenth coil springs £30

Most of these items are also about to go on E bay too.

**Paul Perkin 01626 888077 or 07807 003058**

[paul.perkin10@btinternet.com](mailto:paul.perkin10@btinternet.com)



## EVENTS FOR OCTOBER 2009

### Monday 12th October - BPMC Club Night 2009 Club Film Night

This will be a social and club film evening. As well as plenty of time for a drink and a chat where there will be video of club events from 2009 on the big screen. Please arrive anytime from 8pm for an 8.30 start.

### Saturday 17th October Pegasus Sprint - Castle Combe



The entry list has now closed for the Pegasus Sprint, so the only way to see the action will be to volunteer as a marshal. We can always do with more marshals, as the event can't run without them, so if you are interested, please contact the chief marshal Simon Child on 01934 418544 or email [simonjchild@hotmail.com](mailto:simonjchild@hotmail.com).

### Sunday 18th October - Invitation Event - MGCC Kimber Trial

We have been invited to the MGCC Kimber Production Car Trial at Chew Stoke, near Bristol

### Friday 30th October - Navigational Scatter

The October Navigation Scatter is a joint event with Bristol Motor Club and is organised by Matt Claydon and Dean Hogarth.